SHOCKBLAZE

PERFORMANCE BIKES

Use and instruction book

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ENGLISH

INTRODUCTION

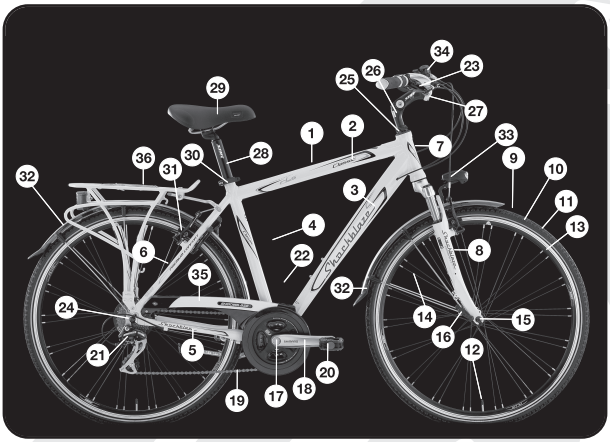
Dear Customer, the bicycle you chose is absolutely reli-able and safe.
It is the result of specialized technical researches and quality controls that guarantee reliability and give you the possibility to appreciate safely its performances.
The owners manual will help you to optimize the performances of your bicycle and to keep always under control its efficiency and safety.

Please take into consideration that some components, accessories or other parts could be modified as a result of our wish to follow up the new technologies. For this reason the descriptions, images and other information are not engageable.

CHAPTER 1 USE ADJUSTMENT

Before using the first time the bicycle has to be checked and adjusted according to the characteristics of the owner verifying also his reactions.

THE BICYCLE



1 FRAME • 2 TOP TUBE • 3 DOWN TUBE 4 SEAT POST • 5 REAR CHAINSTAYS • 6 REAR SEAT STAYS • 7 HEAD TUBE • 8 FORK • 9 WHEEL • 10 TYRE 11 TREAD • 12 VALVE • 13 RIM • 14 SPOKES • 15 HUB 16 QUICK RELEASE • 17 B.B.SET • 18 CRANKSET 19 CHAIN • 20 PEDAL • 21 REAR DERAILLEUR 22 FRONT DERAILLEUR • 23 SHIFTS • 24 FREEWHEEL 25 HEADSET • 26 HANDLEBAR STEM • 27 HANDLEBAR BEND • 28 SEAT POST • 29 SADDLE • 30 SEAT POST COLLAR • 31 BRAKE PAD • 32 MUDGUARD 33 LIGHTS • 34 BELL • 35 CARTER • 36 CARRIER

Fig. 1

Fig. 2

Fig. 3

Fig. 4

SADDLE POSITION

When riding the big toes have to lean on the centre of the pedal.

When the pedal is nearest to the ground your knee has to be lightly bended.

Straddle the saddle, lean your heel on the pedal and move nearest to the ground. In this way your leg will be completely stretched (fig. 1).

If your tiptoes do not reach the ground you have to lower the saddle again.

When the saddle is adjusted, you have to adequately tighten the seat post release (with 13 Nm) and the saddle (with 20/24 Nm) (fig. 2).

WARNING/IMPORTANT:

The seat post has to be inserted into the frame tube at least 75 mm and in any case the limit mark that indicates the max height limit has never to be visible (fig. 3).

HANDLEBAR POSITION

You can adapt the height of the handlebar loosening the screw that is positioned over the stem (fig. 4).

When you reach the correct height, you have to tighten again the screw keeping the

stem in the right position (with 20 Nm).
If you have a Ahead set handlebar the height cannot be adjusted. In this case you have to operate on the two screws that lock the handlebar (steering) A1 and A2 (fig. 5). You can set the steering flowability by adjusting the B screw. Finally lock the A1 and A2 screws again (with 12-14 Nm).
WARNING/IMPORTANT:
The handlebar has never to be raised over the stem limit mark that indicate the minimum insert level.
Check if the handlebar is well fixed by turning it after you blocked the front wheel between your legs (fig. 7).

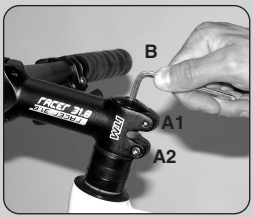


Fig. 5

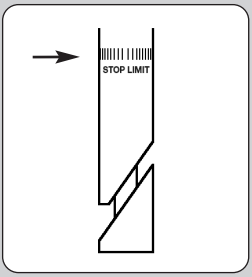


Fig. 6

Fig. 7

CHECK
if the front brake is applied by the right or left lever and test its efficiency in order to avoid any tumble due to a wrong use.

CHECK
the complete pedals locking (see next chapter).

CHECK
the light device that should be always efficient.

CHAPTER 2 RIDING YOUR BIKE IN SAFETY

For a safe use of your bike it is necessary and very important:
- To know the bicycle traffic rules of your country and of the countries where you will ride your bike.
- To ride the bicycle following the normal traffic direction, in single file and keeping a straight line.
- To pay attention to vehicles accessing the roadway and to the sudden opening of doors or hatches.
- Never ride on pavements and give way to pedestrian.
- Never engage races or competitions on roads opened to the traffic.
- To maintain your bike in efficient/perfect conditions and above all the brake system.

WARNING/IMPORTANT:
The brake performances reduce on wet ground so in this case please consider that the braking distance will be longer.
- Do not carry passengers on your bicycle if not adequately equipped and check in advance if this is admitted by the local government law.
- Indicate in advance when changing direction using your right/left arm accordingly.
- Keep both your hands on the handlebar except when turning right or left.

BY NIGHT
When using your bike by night you have to take particular precautions to guarantee safety:
- You need an independent lightening system and properly mounted reflectors in respect of your country rules.
- Ride as near to the road side as possible.

OFF-ROAD
When riding your bike downhill please take care of:
- Wearing an approved safety helmet, reducing the speed and risks.

- Braking well in advance gradually to avoid falling and losing your bicycle control, consider that going down-hill there is a decreased grip of the tyres.
- Replacing immediately any bicycle components that are damaged.
- Making sure that your bicycle is in good overall conditions and providing for maintenance if necessary.

WARNING/IMPORTANT:

The designing of this bicycle takes into consideration also a strained use of it. Anyway for your and other people safety it is better to avoid exceeding the mechanical and physical limits.

You have to carefully evaluate the route and the obstacles you will face in order to avoid a misuse of your bicycle avoiding whirls, jumps and crashes that could damage the frame.

Stuntriding, downhill competitions and other off-road races are forbidden.

PROPER USE

Before buying a bicycle you have to take into consideration which is the use you will do of it as each product is designed and produced accordingly.

The safety tests consider a max weight of 120 Kgs for adults and 60 Kgs for children that is the addition of bicycle, rider and luggage weight.

The max allowed luggage weight is specified on the carrier.

TYPE OF BIKE	TYPE OF JOURNEY	DISTANCE COVERED
RACING BIKE	Asphalted road and pavé	Sporting, long distance. Specific clothing is required
HIGH VELOCITY road	Asphalted road and pavé	Sporting and tourist, medium distance.
HIGH VELOCITY hybrid	Asphalted road and pavé, off route, paths.	Sporting and tourist, medium and long distance.
TREKKING	Asphalted road and pavé, white road, paths.	Sporting, short and medium distance.
MTB	Asphalted road and pavé, off route, simple path, paths.	Sporting/technical, short and medium distance.
FULL SUSPENSION WARNING: within this range there are specific models for jumping, acrobatics, downhill and other extreme riding, with specific features. For more information ask your dealer.	Asphalted road and pavé, off route, simple path, rough paths, paths.	Sporting/city/tourist, short and medium distance.

CHAPTER 3 CHECKS AND ADJUSTMENTS

Every time before using your bicycle you have to check it carefully and if you have any doubt or problem please contact immediately your dealer.

WHEELS

To make sure that the wheels are centered you have to check if the rim of each wheel turns between the brake pads. If the rim is not centered or swayed up and down it is necessary to contact your dealer for the assistance.

TYRES

Check the pressure and verify if the recommeded parameters indicated on the side tyre are respected. For a safety use it is better to respect always the recommend-ed pressure.

WARNING/IMPORTANT:
Check the fixture or the position of the tyres particularly after long downhill routes. Using your bike with the recommended air pressure in the tyres ensures prolonged safety and lifetime.

BRAKING SYSTEM

The brakes have to be checked when the bicycle is still. Pull the levers of both brakes towards the handlebar, ensure that the levers do not reach/touch the handlebar as this could release the brakes.
For hydraulic disc brakes it is not possible to pump with the brake lever. If not we suggest you to contact your dealer. It is very important to check frequently the wear limit of the brake pads.
If you have a coaster brake system, you have to move the pedal backwards to be sure that the brake starts working rotating less than 60 degrees.
WARNING/IMPORTANT:
The maintenance of the brake system is fundamental to avoid serious consequences due to a loss of your bicycle control.

HANDLEBAR AND STEM.

The handlebar and the stem have to be checked to find possible effort marks, splits, cracks, bucklings, dents. In this case the damaged component has to be replaced.

SUSPENSIONS.

The suspensions have to be adapted to the way of riding. They have never reach the limit switch, to be too compressed, to have a suspension movement or to be blocked due to a technical problem.
Your bicycle will run differently according to the suspension functioning when working under strain. For this reas-on they have to be well adjusted. For your reference there is a specific using manual only for the suspensions.

BEFORE RIDING CHECK THE STAND POSITION THAT HAS TO BE COMPLETED RAISED.

BRAKE SYSTEM ADJUSTMENT

Our bicycles are equipped with four different brake systems:
- Disc brake (fig. 9)
- Caliper brake (fig. 10)
- V-Brake (fig. 11)
- Coaster brake

When adjusting the Caliper or V-brake system you have to keep a distance of 1/2 mm between the brake pad and the rim side (fig. 10/11).
In the rest position the brake pad has not to touch the rim while when braking the two pads have to touch the rim at the same time but without touching the tyre.

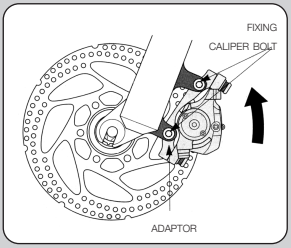


Fig. 9

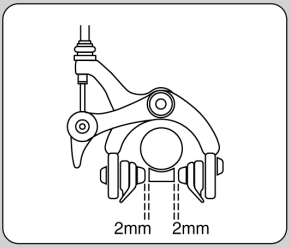


Fig. 10

To adjust your brake system you have to work on the register screw that has different positions according to the brake system installed.
IT IS IMPORTANT TO KNOW that you can tumble if the brake pads touch the tyre or enter among the rims when braking.
For the mechanical disc brakes the distance between the

brake pads has to be adjusted 0,2-0,4 mm working on the relevant screws.
The hydraulic brakes are adjusted automatically.
WARNING/IMPORTANT:
For the best performance the brake pads have to reach the minimum wear.
Do not touch the discs when you stop as they overheat when working.
It is fundamental to repair immediately the brake system if broken, one brake only is not enough for a safety brake performance.
Particularly you have to check frequently slides, pads and cables. Also check if they are well greased. Replace them immediately if they show frayed or lengthened spirals, they are curved at the ends, rusty or worn.
To replace the pads you have to release the closing bolt,

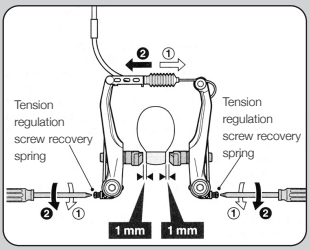


Fig. 11

remove the pad and replace it.
Check that the pads are well fixed (with 5/8 Nm).

FRONT/REAR DERAILLEUR

With the front and rear derailleur you can choose the gear you prefer and keep a regular and optimal rhythm in every route, according to your physical conditions and training.

Fig. 12

Fig. 13

Fig. 14

Fig. 15

You will find the perfect rhythm by a ratio of 60 and 90 pedal rpm (revolutions per minute).
The front and rear derailleur that allow you to change the speed moving the chain from a gear to another is the most used one.
There are other types of shifts and each one is right for a specific use:

1) Race shifts: Shimano STI and Campagnolo Ergopower (Fig. 12)
2) MTB/Sports shifts: Rapidfire with levers driven by forefinger and thumb (Fig. 13) and Dual Control with levers that control at the same time derailleur and braking functions (Fig. 14).
3) MTB/trekking/city shifts: Twist shift with handlebar twist grips (Fig. 15).

To change the speed (Fig.17): move lever A to position 1 if you wish to move from a smaller to a bigger gear but 1 position only. Move to position 2 or 3 to change at the same time 2/3 positions.
Press lever B once to move from a bigger to a smaller gear. The levers will always assume the initial position

when you release them.

WARNING /IMPORTANT:

We suggest to avoid always the following combinations as the chain would be out of line and could encounter friction: small front gear with rear small one or big front gear with big rear one (Fig. 16).

In any moment you can find and adapt the speed according to your requirements.

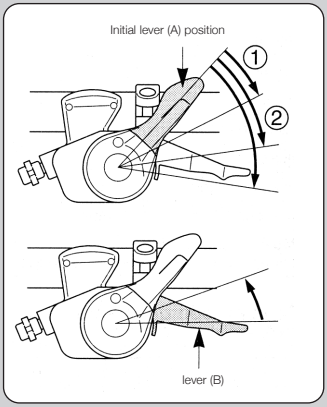


Fig. 17

When changing the gears you have to pedal only forward and smoothly. If you pedal with strength the chain could slide and wear very soon while if you backpedal or change the gears when you are stopped you could damage your bicycle.

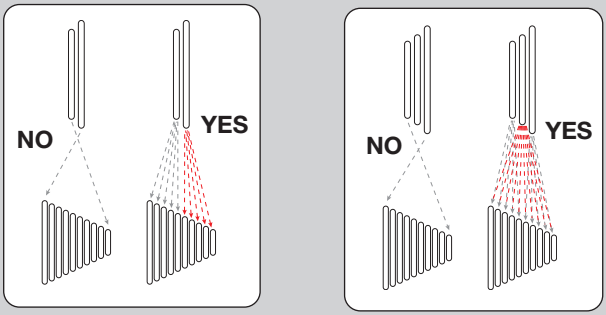


Fig. 16

FRONT AND REAR DERAILLEUR ADJUSTMENT

To adjust the front and rear derailleur, you have to keep your bicycle raised from the ground in order to allow to drive the gears and the shift system keeping the bicycle still.

If the gear change operation is not perfect, adjust the tension of the cable through the regulator put on the cable joint of the rear derailleur (Fig. 18) or on the handlebar control (Fig. 20).

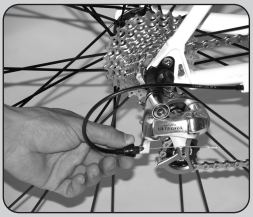


Fig. 18

Fig. 19

Fig. 20

To get an optimal adjustment, you have to throw the shift lever and move the chain from the smaller gear to the second one, then throw the shift lever enough to remove the play and adjust the regulation bolt until the chain touches the third gear, release then the shift lever and if the chain still scrapes against the third gear, release the bolt clockwise a little bit until it does not scratch any more.

After the adjustment, check that the chain moves easily and with precision both when going up from the smaller to the bigger gear and when going down.

Move the handlebar (Fig. 20) or the cable clamp shift control to adjust the cable tension of the front derailleur.

The front and rear oscillation field is bounded by the limit switch screws (Fig. 19) in order to avoid the chain falls from the smaller to the bigger gear.

The screws are originally adjusted by the producer and cannot be modified during the normal use, so the complete front and rear derailleur adjustment has to be done by the dealer.

WARNING/IMPORTANT:

For the adjustment and maintenance of the shifts you have to contact exclusively your dealer as this operation is done by specialized personnel using specific equipments.

CHAIN AND CASSETTE SPROCKET

Also the chain and the cassette sprocket are subject to wear and tear. You can increase the life of these two components if you: clean constantly and carefully, lubricate them accurately and use speeds making the chain slid straight. When the distance covered is between 1500 and 3000 Km the chain will be normally worn. Over this distance it is necessary to replace the chain in order to avoid to compromise and damage other parts such as crown and gears. To check the wear limit of the chain you can raise with your fingers the chain of the bigger crown wheel, if you can raise it a lot it means that it is too lengthened and it is better to replace it. For a more accurate check of your chain and cassette sprocket and for a possible change of these parts, it is better to contact your dealer.

WARNING/IMPORTANT:

If the chain is not well tightened or is too worn, it could broken with dangerous effects.

FRAME AND FORK

The frame and fork can damage showing cracks, buckings, splits, dents. To avoid any failure, you have to check these two parts periodically and carefully.

Never clean your bicycle using corrosive chemicals or solvent as these substances can damage the paint. Just use water and a delicate cleansing agent or a soft cloth dampened with a degreasing substance not aggressive for your paint.

Never use high pressure water jets when washing your bicycle, if the water penetrates into the bearings they could be damaged and loose their qualities.
The suspended forks have to be lubricated periodically in order to guarantee a good performance and a long lasting life. The spring or elastomer forks do not need any particular maintenance, while for the hydraulic or air ones you have to follow the manual supplied by the producer very carefully.

WARNING/IMPORTANT:
Never modify the frame and fork. If so, the producer warranty will not be valid any more and the bicycle use could become dangerous.

HANDLEBAR/STEERING

To allow rotatory motions, the fork and the handlebar are integrated by a set of caps and bearings called headset.
The headset is subjected to the impact stress coming from the road surface, this could cause a slackening and if not promptly adjusted this can damage the bearings and make the use of your bicycle dangerous.
To check if the headset is loose, you have to block the front wheel using the brake and move your bicycle back and forth. If it has too much play and you get a light shock, it is better to provide a correct adjustment.

WARNING/IMPORTANT:
Contact your dealer for the headset adjustment, he has the suitable equipments and the experience necessary to assist you.

WHEELS FASTENING

You have to keep the wheels of your bicycle in perfect condition, in this way you will avoid any problem and risk.
Before using your bicycle you have to be sure that the hubs quick releases are in position CLOSE (Fig. 21 and 22) or that the nuts of the hub axle are well fastened.

The quick release has to be correctly adjusted and fastened as described here below.
To take the wheel out, you have to open the quick release of the side pull brakes or remove the cantilver of V-brake arc; pull the hubs release lever until you reach position OPEN (Fig. 21) and loosen the fixing nut reverse. Now the wheel can be removed from the dropouts.
To reassemble the wheel you have to position its axle between the dropouts, the lever has to be in the middle between OPEN and CLOSE position, bolt the nut reverse until you close it with your fingers (Fig. 22); using your hand palm move the lever until you reach position CLOSE and you feel a little resistance (Fig. 23).
When you have finished, check if the lever is parallel to the wheel, it has never to jut out sideways.
To check if the wheel is well fastened, you have to raise your bicycle and strike the wheel with strength (Fig. 24) in order to be sure that it does not come off, move sideways or slacken.
If your bicycle is equipped with nut hubs you have to check if the are well closed according

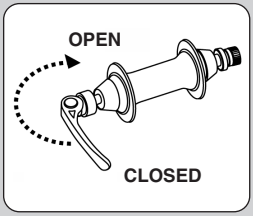


Fig. 21

Fig. 22

Fig. 23

Fig. 8

to the following tightening: front 40 Nm and rear 40 Nm. Then check again.
Particularly verify if the nuts fixing the wheels to the threaded hub axle is well fastened or if the quick release lever that allows to put the wheel in and off without using any equipment is well closed (Fig. 8). Normally the bicycle are equipped with quick release hubs.
WARNING/IMPORTANT:
Check if your bicycle wheels are well fixed to the frame and fork. If not the wheel could loosen and suddenly come off, this could be very dangerous for you and other people.
The quick release has to be adjusted and fastened correctly as described here below.
Check the spokes, they could be broken or unloosen.

Fig. 24

Lift the front side of your bicycle and try to move right and left the rim to check if the hub bearings are loosen.
If the hub makes a strange noise, check it turning the wheel.
Check the wear limit of the rims verifying the wear indicators on the braking surface marked like a continuous track around the rim. If the track is not evident, it means that the

braking surface is worn and it is necessary to replace the rim.
After making all these checks , if you note any anomalies or if you have any doubt about the status of the wheels, contact your dealer to get assistance.

WARNING/IMPORTANT:
Dirt or grease make the brake inefficient. So be sure that the rim brake surfaces are clean. If not wash them using soap and water and then give them a rinse or use a soft cloth dampened with a delicate degreasing substance suitable for paint.

PEDALS
(assembling instructions)

The pedal marked with the letter R has to be screwed clockwise on the right crank while the pedal marked with the letter L has to be screwed anticlockwise on the left crank.
The pedals have to be hard fastened using the right key.
Start screwing by hand and then fasten very hard using the key (with 35/40 Nm).
Turn and move the pedals right and left and up and down using your hands to be sure that the pedal bearings are efficient.
If the bearings are too loosen or too rigid, contact your dealer for the technical assistance.

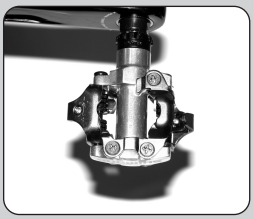


Fig. 25

It is necessary to wear special shoes equipped with shoe plates in order to block your feet on the pedals directly through a locking system (Fig. 25).
In this case insert the front side of the shoe plate in the front side of the pedal and press down to fix your foot on the

pedal. To remove it, turn your heel sideway.
All the screws have to be well tightened, if one plate only is loosen, it is almost impossible to get down from your bicycle.
Into the producer manual you will find all the instructions for the pedals adjustment.

WARNING/IMPORTANT:

Always check if the pedals are well and correctly fastened.
Follow carefully the instructions to avoid to damage the pedals and the crank thread and check the wear limit of the shoe plates.

AFTER USING YOUR SHOCKBLAZE BICYCLE

A correct and periodical cleaning of your bicycle guarantee you an excellent functioning.
After riding you have to protect your bicycle from sun, rain and snow; the atmospheric agents could corrode the metal parts while the sun could fade the paint and damage the plastic/rubber parts.
If your bicycle will be unused for a long period, it is better to clean and lubricate if before.
You can protect the frame using a suitable polishing product.
Keep your bicycle lifted from the ground with the tyres half blown up.
It is important to place the bicycle far from electrical motors as the ozone wears rubber and paint out.

CHAPTER 4 MAINTENANCE AND LUBRICATION

We suggest a periodical maintenance of your bicycle to get always the best performances and guarantee your safety.
Book right now your first check by the dealer.
After two months from the purchase date or anyway after riding 200-400 Km it is necessary to do a first check as the running-in is finished and your bicycle should be already settled.
This will allow you to monitor for the first time the functional characters of your bicycle and will assure you future long lasting and perfect performances.
After this it would be better to book other necessary checks due to: your own weight, different grounds, climatic conditions, your personnel way of using the bicycle and the riding frequency if it exceeds the normal use.
In this case it will be better to verify your bicycle more often than how suggested in this manual.
It is furthermore fundamental to check your bicycle if any failure or anomaly will occur.
In the respect of the environment where we live and particularly where you ride your bicycle, it is better to use always biodegradable substances (oil, grease, polishing, degreasing and other substances) when you repair/maintain the bicycle by yourself.

Components	Maintenance	Product to use	How often
Frame	Check and cleaning	Water + protective polishing detergent for frames	Every 1-6 months
Fork	Check, lubrication and cleaning	See supplier manual	Every 15 days
Wheels	Check and cleaning	Cloth with gentle cleaning products for paintings	Once a month
Hubs	Hubs lubrication	Grease for bearings	Once a year
Tyres	Check		Once a month
Brakes and levers	Check and joints lubrication	Spray oil	Every 3 months
Cables and casings	Check and lubrication	Synthetic grease for chains	Every 6 months
Chain and freewheel	Check, cleaning and lubrication	Synthetic grease for chains	Once a month
B.B. set	Disassembly and lubrication	Grease for bearings	Once a year
Front and rear derailleur	Disassembly and lubrication	Synthetic grease for chains	Once a month
Shifts	Check, cleaning, adjustment and lubrication		Once a year
Head set	Check	Grease for bearings	Once a year
Pedals	Check and lubrication	Grease for bearings	Every 3 months
Seat post	Check and lubrication	Grease with low viscosity	Once a year
Light devices Reflectors	Check and cleaning	Damp cloth	Every time you ride
Bolts and nuts	Check the clampings		Once a month

BOLTS AND NUTS FASTENING

In the maintenance program we suggest you to check periodically if the screws that are subject to loosen are well fastened or not. This check has to be done using a dynamometric key that automatically takes off when the optimal fastening couples are reached.

The fastening measurement couples we suggest are expressed in Newton-metre.

Every damaged or lost part has to be replaced immediately.

COMPONENTS	TIGHTENING
Nut/Wing front hub	Nm 40-45
Nut/wing back hub	Nm 40-45
Saddle clamp nut	Nm 20-24
Brake fixing bolt	Nm 7-10
Brake shoe fixing bolt	Nm 5-8
Saddle post tube bolt	Nm 10-14
Handlebar expander bolt	Nm 18-20
Rear derailleur bolt	Nm 8-15
Front derailleur bolt	Nm 5-7
Stem bolt ahead set	Nm 10-14
Calliper bolt	Nm 6-8
Crank screw	Nm 34-44
Handlebar brake lever screw	Nm 6-8
Automatic pedal studs screw	Nm 5-8
Clamp stem M6	Nm 12-14
Clamp stem M8	Nm 4-18
Pedals	Nm 34-40

CHAPTER 5 WARRANTY

Your bicycle is guaranteed free from working or material defects for a period of 24 months from the real date of delivery to the customer.
A check within the first 500 Km or after 4 months from the purchase date , a complete maintenance at least once a year and a correct use of your bicycle are in any case essential requirements for the warranty.
Warranty means free of charge repair or replacement of the inefficient parts due to a manufacturing defect verified and recognized by the producer.

The purchaser right of cancel the contract, ask for damages refund or for a price reduction are out of the question.
Manpower, transport and other costs originating from defects are not covered by the warranty.
To enjoy the use of the warranty you have to contact exclusively your dealer and ask him for the assistance showing the purchase receipt.
The warranty cannot be transferred and is valid only for the first purchaser.
The producer is exempt from any responsibility or obligation coming from accidents occurred to persons or things while using the bicycle, unless otherwise provided for by law mandatory rules.
The producer himself is the only person in charge to determine if the defect is covered by the warranty or not.

REPAIR TIME WITHIN THIRTY (30) DAYS

The product that is recognized by the producer as a defective product will be repaired or replaced, accord-ing to his evaluation, free of charge, within thirty (30) days from the receipt date.

RESTRICTIONS

The present warranty does not cover the products from damages due to: inaccurate use, tampering, carelessness, lack of maintenance, accidents, corrosion, use of not original spare parts, normal wear and deterioration, alterations or repairs to the frame, components and bicycle functioning, stunts or competitions.

COMPLIANCES

To guarantee the quality of this bicycle, the design and the manufacturing are done in compliance with the most updated EN 14764, EN 14765, EN 14766, EN 14781 European Norms.

LIFETIME

The disposal of the components that have finished their lifetime has to be done by the authorized waste dump.

SHOCKBLAZE

Warranty

FOR THE CUSTOMER TO KEEP

No.

Clue the receipt on this space

Purchased model

Frame number

Date of purchase

Stamp and signature of the Retailer

Warranty Conditions

1) *Maxtec LTD guarantees bicycles having the ShockBlaze trade brand. It gaurantees all its components and parts from flaws and defects coming from construction and assembly, moreover it guarantees the high quality of the materials used.*

2) *This guarantee is valid for a period of 24 (twentyfour) months, starting from the date of purchase from the ShockBlaze retailer for the structural breakges of the suspended frames. 24 (twentyfour) months for other models.*

3) *Maxtec LTD is recommended to provide free of charge on ex factory basis the defective parts due to materials or manufactoring flaw.*

4) *As far as the equipments and the components coming from other supllíers are concerned, ShockBlaze guarantees them within the time limit recognized by the producers.*

5) *It being understood that ShockBlaze guarantees for the previous above mentioned points, while the customer is responsable for the following defects and damages: a) damages and breakages during transport; b) accident; c) improper use of the product; d) through neglect; e) normal deterioration; f) repair and tampering by unauthorized personnel. All the electrical equipments, the glasses, the lamps and those parts already replaced under guarantee are excluded from the warranty. As far as the painting*

is concerned, corroding substances cause an early deterioration of the warnish, especially around the bottleholder and slide area; the flaws and defects of this sort will be considered due to negligence and therefore they are not covered by this warranty.

6) *Maxtec LTD is empowered according to this warranty to replace frames, forks and original components with frames, forks and components of the same quality and price of other models when the original ones are not available at the moment the warranty is made valid.*

7) *The repairs or the replacement of defective parts can be done by ShockBlaze premises, by the dealer or by the customer according to Shockblaze decision. At all events, the transport costs and risks will be charged to the customer as well as labour costs. In no way can one proceed to the resolution of the contract and to the compesation of the damage for the non-functioning of the equipment or due to any delays in the replacement of the defective parts.*

8) *Maxtec LTD does not undertake as a guarantee any other responsability, cost or charges except for the ones mentioned above. Moreover, Maxtec LTD declines all responsabilities for damages to people, animals or objects due to the use of the product.*

9) *The warranty is applicable only after sending the enclosed coupon, filled in every part, within ten days from the date of purchase. Maxtec LTD will reserve the right to deny the validity of the certificate when objective inspections prove that the purchased goods were used before sending the coupon above mentioned .*

This warranty does not affect any statutory right of the customer.

MAXTEC
BIKE YOUR LIFE
1, Goliamokonarsko Shosse Str. - 4027 Plovdiv Bulgaria
tel. ++359 32 921 909 - fax ++359 32 921 921
info@maxtecbike.eu - www.maxtecbike.eu

No.

Purchased model *Frame number*

Name *Age* *Date of purchase*

Address *Zip code* *City*

1 - *Have you ever bought, before this one, other ShockBlaze products?*

○ *Yes* ○ *No*

2 - *Which characteristics made you buy this products?*

○ *The quality-price ratio* ○ *Trust in the trade mark*

○ *Technical characteristics* ○ *Colours*

○ *Design* ○ *Others*

3 - *For what reason do you use the bicycle?*

○ *Sporting activity* ○ *Free time*

○ *Touring by bike* ○ *Therapeutic use*

○ *Small distances* ○ *Others*

4 - *How often do you use the bicycle?*

○ *Daily*

○ *Two, three times a week*

○ *Two, three times a month*

Declare i have examined and accepted all the conditions of warranty.

Customer Signature

Stamp and signature of the Retailer

Furthermore. I will give my consensus on the treatment and/or communication of all the data relative to the execution of all the operations.

Customer Signature

FOR THE WARRANTY TO HAVE VALIDITY, FILL OUT AND MAIL THIS COUPON WITHIN 10 DAYS.

Stamp

maxTec
bike your life
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For the Retailer

ShockBlaze Warranty

FOR THE CUSTOMER TO KEEP

No.

Purchased model

Frame number

Date of sale

Customer name *Age*

Address *Zip code*

City *Country*

Telephone *E-mail*

Furthermore I will give my consensus on the treatment and/or communication of all the data relative to the execution of all the operations.

Customer signature

1 - SHOCKBLAZE SERVICE PLAN - Km 500 / 0 - 12 month

Model _____

Year _____

Size _____

Frame _____

Date of purchase _____

Annual service to be done

- Check of shock mounts incl. lubricating the bushings
- Check of swingarm pivot incl. axle and mounts
- Check of hubs, bottom bracket and headset
- Check of all screws of the bike
- Check of handle bar, stem, saddle rails and seat post
- Check if brakepads and wheel are worn out
- Check of disc brake according to enclosed service manual
- Check of suspension fork according to enclosed service manual
- Check of shifters and derailleurs incl. cables.

Date of review:

Retailer stamp:

2 - SHOCKBLAZE SERVICE PLAN - Km 3.000 or 2 year

Model _____

Year _____

Size _____

Frame _____

Date of purchase _____

Annual service to be done

- Check of shock mounts incl. lubricating the bushings
- Check of swingarm pivot incl. axle and mounts
- Check of rear shock according to the enclosed shock manual
- Check of hubs
- Check of all screws of the bike
- Check of handle bar, stem, and seat post
- Check if brakepads and rims are worn out
- Check of disc brake according to enclosed service manual
- Check of suspension fork according to enclosed service manual
- Check of shifters and derailleurs incl. cables.

Date of review:

Retailer stamp:

3 - SHOCKBLAZE SERVICE PLAN - Km 6.000 or 3 year

Model _____

Year _____

Size _____

Frame _____

Date of purchase _____

Annual service to be done

- Check of shock mounts incl. lubricating the bushings
- Check of swingarm pivot incl. axle and mounts
- Check of rear shock according to the enclosed shock manual
- Check of hubs
- Check of all screws of the bike
- Check of handle bar, stem, and seat post
- Check if brakepads and rims are worn out
- Check of disc brake according to enclosed service manual
- Check of suspension fork according to enclosed service manual
- Check of shifters and derailleurs incl. cables.

Date of review:

Retailer stamp:

4 - SHOCKBLAZE SERVICE PLAN - Km 9.000 or 4 year

Model _____

Year _____

Size _____

Frame _____

Date of purchase _____

Annual service to be done

- Check of shock mounts incl. lubricating the bushings
- Check of swingarm pivot incl. axle and mounts
- Check of rear shock according to the enclosed shock manual
- Check of hubs
- Check of all screws of the bike
- Check of handle bar, stem, and seat post
- Check if brakepads and rims are worn out
- Check of disc brake according to enclosed service manual
- Check of suspension fork according to enclosed service manual
- Check of shifters and derailleurs incl. cables.

Date of review:

Retailer stamp:

5 - SHOCKBLAZE SERVICE PLAN - Km 12.000 or 5 year

Model _____

Year _____

Size _____

Frame _____

Date of purchase _____

Annual service to be done

- Check of shock mounts incl. lubricating the bushings
- Check of swingarm pivot incl. axle and mounts
- Check of rear shock according to the enclosed shock manual
- Check of hubs
- Check of all screws of the bike
- Check of handle bar, stem, and seat post
- Check if brakepads and rims are worn out
- Check of disc brake according to enclosed service manual
- Check of suspension fork according to enclosed service manual
- Check of shifters and derailleurs incl. cables.

Date of review:

Retailer stamp:

www.shockblaze.com

gisella-adv.com

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MAXEUROPE
think future